

MINUTES

Technical Committee Meeting

Thursday, January 19, 2006

1:30 p.m.

Conference Room #113

Members Present: Kent Morgan (representing Marvin Krout) - Planning, Marc Wullschleger - Urban Development, Roger Figard - Public Works, RTSD, Ron Schlautman (representing Steve McBeth) - NDOR, Randy Peters - NDOR, Rich Ruby - NDOR, Jim Miller - NDOR, Doug Pillard - County Engineering, Virendra Singh - Public Works, Brian Praeuner (representing Larry Worth) - Star Tran, Randy Hoskins - Public Works, Michael Heyl (representing Rick Thorson)- Health, David Cary - Planning, Stephen Burnham - FHWA.

Others Present: Mike Piernicky and Jeff Johnson - Olsson Associates, Greg Kolle - FHWA, Bryce Wagner - NDOR, Roger Ohlrich, Erin Sokolik and Mike Brienzo - Public Works, Patrizia Gonells-Ramos - Lima and Associates, Joe Hampton - Liba, Jonathan Cook - City Council.

Roger Figard called the meeting to order at 1:30. He stated that the Chair and Vice-Chair were not present. According to Robert's Rule, the members needed to select a Chair to conduct business. Randy Hoskins motioned that Roger Figard be the Chair of the meeting. Randy Peters seconded the motion. Motion carried unanimously.

Agenda Item No. 1 - Review and action on the draft minutes of the November 17, 2005 Technical Committee Meeting,

There being no corrections, Virendra Singh made a motion to approve the minutes. Randy Hoskins seconded the motion. Motion carried unanimously.

Agenda Item No. 2 - Review and action on the 2005 Lincoln Metropolitan Area Travel Demand Model Documentation prepared by LIMA & Associates.

Virendra Singh stated that the primary objective of this project is to provide the Lincoln MPO with a fully functioning 24 hour transportation model developed in the TransCad environment with multi-modal framework. The project has two phases. Phase A is the model development calibration. Phase B will model the 2030 land uses and road map work scenarios that are needed to support these land uses. The services of Olsson Associates and LIMA & Associates are being utilized for this project. The representatives of these two firms are present today, Mike Piernicky from Olsson Associates and Pat Ramos from LIMA & Associates. Virendra Singh requested that the committee hold questioning until the end of the presentation.

Mike Piernicky presented the Model Calibration Presentation. Please see "Regional Transportation Model Conversion & Update" attachment.

Marc Wullschleger asked what the difference is between a person trip and a vehicle trip.

Mike Piernicky gave an example. If you and your family would go out shopping, it may include your wife, yourself, and two children. This would be a four person trip but a one vehicle trip.

David Cary asked what the purpose is of going with person trips in this model compared to the last model and the possibilities for future work with that type of data.

Mike Piernicky responded that this model has the ability to look at where the trips are coming to and from to be able to accurately represent transit or other mode trips.

Randy Peters asked how you can account for trucks and heavy commercial vehicles on the land capacity table.

Mike Piernicky stated that generally, if you start a saturation flow rate in the highway capacity manual, there is the adjustment for heavy vehicle trucks. This hasn't been specifically addressed here within the estimates for capacities on the street network.

Pat Ramos added that for modeling purposes, the last column, level service C, is the capacity that is used in the model and the threshold that is allowed based on the total number of cars on that particular roadway.

Randy Peters stated that you are likely to have a much higher percentage of heavy commercial vehicles. He asked if a freeway is compared to an arterial system and the freeway has 30% heavy trucks and the arterial system has 8%, will it make a difference in the model.

Pat Ramos replied that usually the 30% is in rural areas.

Mike Brienzo added that average daily trips are being looked at as well and during the day the impact of daily truck traffic won't be seen as much as during peak hours. Peak hour trips would be addressed in a corridor type study.

Randy Hoskins stated that a lot of time and review has been spent on this and he is satisfied with the model.

Randy Peters motioned to accept the "2005 Lincoln Metropolitan Area Travel Demand Model" in TransCad. Virendra Singh seconded the motion. Motion approved unanimously.

Agenda Item No. 3 - Briefing on the Lincoln-Lancaster County Comprehensive Plan and Transportation Plan Updated covering the transportation planning process and schedule.

Randy Hoskins stated that an aggressive schedule has been set for the Long Range Transportation Plan Update. A briefing was given to the Planning Commission yesterday and they were shown schedule that is being working on. In February, the Technical Committee and the Planning Commission will see a lot coming forward. In March, alternative sketch networks will be looked

at. A large number of different alternatives will be looked at to start with and determine how some of the transportation problems will be solved. March, April, and May will consist of narrowing the 10 - 15 alternatives down to one alternative. June, July, and August will consist of doing a detailed analysis of that one single network and have the draft LRTP document available in August that will be ready to take forward for public review and official approval. Obviously the MPO Technical Committee is going to be heavily involved in this process. Every meeting scheduled between now and August will be about the LRTP. Several public meetings are scheduled in early May and then again in last August. At the last meeting, a subcommittee was created. Any help with the subcommittee would be very much appreciated.

David Cary stated that an update is being done for the Comprehensive Plan. Some of that information has already been discussed with the Planning Commission. The meeting/open house schedule was approved in its current form by the Planning Commission yesterday. There is going to be a parallel study of the StarTran transit services which is a part of the LRTP update. Open houses will be occurring along with other meetings and hearing dates. A consultant for that project is being determined. Once the draft LRTP and updated Comprehensive Plan is being wrapped up, Planning Commission hearings in September will begin. After that it will forward to the City Council and County Board for approval. By the 2nd week of March, the intention is that Planning Commission will have at least one if not two intense working sessions to discuss range of alternatives on transportation networks and topics/issues. The whole month of May will be a planned forum for the Planning Commission to take public comment from our community on what will be identified on those three networks. By the end of May, the Planning Commission with the help of the Technical Committee, will have one alternative. After the one alternative is selected, further discussions and open houses will be made available to the public before the public hearings are set for a draft plan.

Roger Figard asked if the subcommittee had been formed.

David Cary replied that the subcommittee has been identified and agreed to at the last meeting.

Randy Hoskins stated that he will be scheduling a series of meetings on a frequent basis.

Randy Peters asked what a network is.

Randy Hoskins replied that various alternatives for improvement will be looked at. Arterial streets and higher order roadways are the primary targets. Once the volumes are shown, areas that we may need additional capacity will be looked at.

Roger Figard added that the goal of getting down to one network is similar to the goal of getting one land use. The idea is come up with a series of projects that seem to satisfy the network and be able to get into a much more detailed analysis of cost, etc. Roger added that a summary of maps and information that was gathered and used at a number of open houses was mailed out to the committee members recently.

Agenda Item. No. 4 - Other topics for discussion.

Frank Doley was introduced as the new bridge engineer for FHWA.

Randy Hoskins motioned to adjourn the meeting. Virendra Singh seconded the motion. Motion approved unanimously. Meeting adjourned at 2:30.